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REPORT

OF THE

Board of Grain Inspectors

TO THE

Governor and Legislative Assembly

OF THE

TERRITORY OF DAKOTA

January 1st, 1885.

FARGO DAKOTA
THE ARGUS PRINTING COMPANY
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BOARD OF GRAIN INSPECTORS.

R. E. FLEMING.

ISAAC E. WEST. JOHN FADDEN.

T. C. PAXTON, SECRETARY.

Report of the Board of Grain Inspectors.

To His Excellency, the Governor, and Legislative Assembly of Dakota:

The vast importance of the wheat growing interests of the Territory of Dakota, not only to the producer but the purchaser, by reason of the large acreage and average yield of this cereal, not less than to the fact of the excellency of the grain itself, has attracted the attention of almost the whole civilized world.

The various varieties of hard wheat, among which the Scotch Fife (or Pfife) stands pre-eminent, are no where produced in greater abundance or perfection than in Dakota, and the Valley of the Red River of the North is peculiarly adapted to, and noted for, the culture of said cereal.

The conditions of soil and climate which there exists, tend to *perfect* the berry of the wheat probably to a greater degree than elsewhere, although it is found that splendid crops of Hard Scotch Fife Wheat, averaging fully as well as in the Red River Valley, are raised in other portions of the Territory, notably as far south as Bon Homme County, and west on the Northern Pacific railroad as far as Bismarck.

The culture of this remarkable grain has placed Dakota in the proud position of one of the first wheat growing sections of the Union. The crop of 1883 will approximate 16,000,000 bushels—a wonderful showing for a Territory still in her swaddling clothes—considered by the National Congress not adapted for self government, refused admission to the Union of States, and meanwhile feeding from her granaries a large percentage of the population of the States.

We find the wheat of Dakota eagerly sought after by consumers in all parts of the world. England, Scotland, Germany, France, the Isles of the Sea, all draw from her bountiful stores; while the flour made from No. 1 Dakota Hard Wheat furnishes a regular article of traffic in the hands of the merchants and jobbers of the great cities of the East, and the bread and rolls made therefrom form daily food on the tables of the wealthy of our own country as well as of Europe. The soft varieties of said cereal also grow in wonderful luxuriance and perfection, and are found to be superior to the same varieties of wheat raised elsewhere. We have stated above that the Red River Valley was probably *better* adapted for raising the hard varieties. Southern Dakota (being that portion of the Territory south of the 46th parallel) we think must be given the palm for the soft variety. Climatic conditions doubtless enter somewhat into the consideration of this subject, but do not entirely govern the production. It was at one time thought by some that No. 1 Hard Wheat could not be raised in Southern Dakota; that the climate in that portion of the Territory would change the grain —in other words, that the grain was hard or soft as the case might be, because of the peculiar conditions of soil and climate there existing—but this is found to be an error.

No doubt Hard Wheat sown year after year in the southern country would degenerate, and might possibly in time lose its peculiar characteristics. But the farmer who sows Scotch Fife will reap the same. He who sows the soft varieties will reap thereof. It is also found that the soft varieties of wheat yield more abundantly in the south than does the hard, and owing to the fact that the price of said variety heretofore has been very nearly as high as for the Hard, was a more profitable crop there. It is doubtful, however, whether in the long run the culture of Soft Wheat is as profitable as is the culture of the Hard varieties.

The Soft varieties are peculiarly subject to smut and rust, particularly the former. We assert without the fear of successful contradiction, that Scotch Fife Wheat *will not smut.* If smut is found among a crop of said variety it will be owing to the presence of grains of soft wheat, and not otherwise. This ought itself to argue strongly in favor of raising the Hard varieties,

because nothing will so tend to reduce the grade of otherwise merchantable grain as the presence of smut. Eastern dealers, and millers and shippers, absolutely refuse to handle smutty wheat at any decent price, at least. It is possible for the producer to substantially remove the grain or balls of smut from his wheat by careful cleaning before marketing the same, but if he carts his grain to market uncleaned, the loading and unloading, the elevating at the warehouse, the dumping into cars, the transportation over long lines of railroad, will break every ball of smut in the mass, and so thoroughly impregnate the grain with the smell of smut that nothing can eradicate it, and the flour itself will cry aloud at the outrage. Again, the Hard varieties are not so subject to atmospheric changes as the Soft; threshing cannot be commenced during a *damp* atmosphere nor can Soft Wheat be warehoused during an atmosphere that would scarcely affect in the least Scotch Fife. A slight shower of rain that would require a shock of Soft Wheat to be set out and aired would not affect the Hard grain. The Soft varieties absorb moisture more readily than does the Hard, and above all, and beyond all, the bread making capacities of flour made from Scotch Fife Wheat are largely greater than flour made from Soft Wheat. It has been found by actual trial, that a barrel of flour made from the former will bake up forty baker's loaves of bread more than a barrel of the latter. The intrinsic value of a bushel of wheat is exactly what it is worth for human food. If, therefore, the statement above be true (and there can be no doubt of the fact), it requires no arithmetician to determine which in the long run must prove the most remunerative to the producer, to say nothing of the natural law which has decreed "the survival of the fittest."

We have thought it proper to so far express our views upon the subject of the cultivation of the two varieties.

The *agricultural interests* of Dakota are, and must necessarily remain, superior to all; and at the present time wheat growing subordinates, probably, every other branch of agriculture. It covered this year (1884) one million six hundred thousand acres of our soil. It furnished employment to hundreds and thousands of our citizens. It gave the immigrant the first year, sown on the sod, bread for his family. It demanded thous-

ands of miles of railroads and countless cars, and gives to the world from its crop of 1884 not less than 26,000,000 bushels of grain. No wonder then that Dakota's Legislature considered it of sufficient importance to require the passage of laws intended to foster and encourage its growth and protect the producer.

The Legislature of 1883 enacted a law, (chapter 116) making it "the duty of the Governor to appoint a Board of Grain Inspectors, etc.—whose duty it should be to establish a legal standard for determining the grade of wheat in this Territory, fixing and designating the several grades of wheat to be in force each year," etc.

In accordance with the provisions of said law the undersigned were appointed and are now acting.

It will be readily seen upon examination of the statute referred to, that this Board was unable to fully carry out the provisions of the law itself, because of the absence of necessary preliminary legislation. In the first place, Sec. 1 of said act creates "a lawful standard for determining the grade of wheat in this Territory, which shall be the legal half bushel measure," but the legislative assembly of Dakota had never adopted a "legal half bushel measure" nor declared what should constitute a legal half bushel measure. Secondly.—Sec. 3 declares—"It shall be the duty of the Board of Inspectors of the Territory, to designate what will be the means of filling the measure to be used under the provisions of this act in testing the grades of wheat, etc.—and they shall require that all measures used and means of weighing employed in grading wheat to be sealed and stamped by them, or by the lawful sealer of weights and measures," but the Legislature of Dakota had never adopted any standard of weights and measures, nor authorized the purchase of a set thereof; nor has the Territory any such officer as a sealer of weights and measures; nor has this Board the authority to purchase a standard for their use, or seals and stamps for the purpose named. This Board, in so far as they felt themselves authorized to do under said statute, have endeavored to perform their full duty; and in pursuance thereof have familiarised themselves with the systems in vogue throughout the Territory in the matter of handling the grain, from the time it leaves the thresher until it reaches the miller. We say sys-

tems but might probably more properly say, *want* of system. We found that almost every purchaser of grain in the Territory had his own plan of grading wheat offered for sale.

The elevator system deserves particular attention in this connection. The grain raised in Dakota is mostly handled through these instrumentalities; and elevators are, without doubt, when properly conducted, great public conveniences in handling the immense crop thrown upon the market almost in bulk. In fact it would be impossible to market the said grain without elevators, which, to-day, immense as is their capacity, scarcely sufficient to store the wheat offered for transportation.

On the line of the St. Paul, Minneapolis & Manitoba, Messrs. Pillsbury & Hulbert own and operate most of the elevators; but the Northwestern Elevator Company, the Sterrett Elevator Company, and several independent buyers, have elevators and flat-houses at Grand Forks, Grafton, Hillsboro, Buxton and other points on the road.

On the line of the Northern Pacific Railroad, the Northern Pacific Elevator Company handle the bulk of the wheat. Hon. W. F. Steele and others, however, ship largely over this line.

On the line of the Chicago & Northwestern Railroad, Geo. W. VanDusen & Co. are probably the largest buyers, but plenty of competition exists at certain points on said line, notably at Brookings, Watertown and Redfield.

On the line of the Chicago, Milwaukee & St. Paul Railroad, H. W. Pratt & Co. are the principal buyers. Bassett, Huntington & Co., and the Messrs. Cargill also purchase largely, besides several independent grain buyers at different points on said line.

Beside the facilities for the storage and handling of the grain afforded by the above, we find large numbers of warehouses and flat-houses at various points, with a large storage capacity, beside independent elevators and farmers' elevators, and also flouring mills at Fargo, Grand Forks, Grafton, Larimore, Milbank, Aberdeen, Columbia, Mitchell, Chamberlain, Yankton, Sioux Falls, Dell Rapids, Elk Point and a number of other places in the Territory; each with storage sufficient for their needs, making a total storage capacity of over six million

bushels. And yet large as it is the wheat crop of Dakota can scarcely be handled.

It will be readily seen that public elevators are an absolute necessity, and *being* a public necessity should be under strict survillance and regulated for the public good. This *primarily* was no doubt the intention of the Legislative Assembly in passing the act named above. The attention of this Board was directed at an early day to the alleged abuses by elevator agents in the matter of grading wheat, and complaints reached us, mostly through the public prints, from almost every railroad station in the Territory, of the most shameful frauds practiced upon the farmers by said agents.

We accordingly determined to make a thorough investigation thereof, and, if in our power so to do, correct said abuses, and secure the punishment of the perpetrators We visited personally nearly every place in the Territory, examined thoroughly, and sought every conceivable method to secure evidence of the commission of a public offence, but were unable to secure the same; nor have we to this day been able to secure evidence that before a jury would *convict* This for the reason that under the law named above it is necessary to prove that the elevator agent knowingly cheated in *the grade or weight of the wheat sold.* To this we could get no one to swear. These complaints were very numerous and various in form, and we here incorporate a number, that will illustrate the general tenor of the complaints. The following were in the form of affidavits and were presented at a convention of the farmers of North Dakota, held in Grand Forks, Jan. 29, 1884; and among others referred to a committee who reported "that the number of affidavits is so large that they could not all be presented in the one evening . Many of these legal documents, however, are of a trivial and entirely irrelevant nature and not worthy of serious consideration. All show, however, an irregular system of under grading and unjust discrimination in the matters of purchasing and weighing of wheat; that the grading of wheat was governed by the caprice of elevator agents and no uniform system existed in the Red River Valley. "The following are a few of the most important:" "No. 1. Ole R. Rouke took a load of wheat to Reeves at Reynolds, in Traill County; was offered

45 cents; waited some time and sent a stranger back with the same load to the same agent, and got 65 cents. George Cooper took a load of wheat to Reeves and was offered 6) cents; went direct to Pillsbury & Hulbert with the same load and got 73 cents. W. E. Wong took a load of wheat to Pillsbury & Hulbert at Buxton, the agent graded frozen. This wheat had been stacked several days before the frost. Michael Brennan swears that he took a load of wheat to the Pillsbury & Hulbert elevator at Manvel and it was graded No. 2 Soft. His son then took a load of the same wheat and it was graded No. 3 Soft. A neighbor took another load which graded No. 1 Regular. This wheat was from the same bin and was not frosted. Frederick Decker took a load to the Northwestern Elevator Company at Ardock, that had been cleaned by a fanning mill, and was docked one pound a bushel; the next load was cleaned by the mill and was docked two pounds a bushel. He then took the remainder of his wheat to Niagara and was not docked at all.

John Landson swears that his wheat when weighed on other scales weighed ten pounds more per sack than when weighed on the elevator scales at Ardock. His wheat was graded three different grades, although it was all threshed at the same time, was the same kind of wheat and grown from the same seed."

About five hundred affidavits were presented to the committee, but only twenty-five were offered before the convention. Those read were of similar purport to the above and showed a wide difference in the matter of grades, and some gross injustice in the matter of dockage. On the other hand one farmer stated that he marketed 10,000 bushels of wheat, of which 7,000 graded No. 1 Hard. Another farmer stated that he had sold several thousand bushels of wheat and had received a large proportion of high grades and was well satisfied.

This Board were in attendance upon said convention, by invitation of the committee appointed to call the same, and were fully convinced by the showing there made of the necessity of additional legislation for the protection of the farmers of this Territory. It would seem to any one even the least observant, that an elevator agent should be able to grade the same wheat alike, even delivered in two successive loads or on different days, but the evidence presented to the Board in all

parts of the Territory, proves that the contrary is the case. Why is it? Is it want of capacity and experience on the part of said agents? or does their inability to properly grade wheat presented for sale simply arise from the fallibility of human judgment? It is charitable to believe that each of these elements are characteristic of the average wheat buyer of Dakota? We have never yet had an allegation made that the agent was dishonest, and although we frequently asked the question of the complainant, "do you believe the agent knowingly and wilfully swindled you?" The answer was invariably, "No."

We have no intention in this report of making any argument upon this subject, but desire to present facts as we found them, leaving to you the duty of applying the remedy for the many evils we find to exist in this whole matter of grading the wheat crop of the Territory.

There is another branch of this subject to which we desire to direct your attention; that of transportation, and connected therewith, the relations of the elevator companies to the railroads doing business as common carriers in our midst.

Perhaps we can better present this subject by again referring to the proceedings of the Grand Forks Convention which briefly stated, eventuated in the appointment of a Committee of representative gentlemen of said body, who were authorized to proceed to St. Paul and lay their grievances before the Manitoba Railroad Company and seek redress therefor.

The complaints embodied in the report of said Committee and which were brought to the attention of the corporation named, which said report is hereto appended marked "Exhibit A" were generally similar to those made against the Chicago & Northwestern, the Chicago, Milwaukee & St. Paul and the Northern Pacific Railroad companies, only varying in intensity or number as the case might be.

This Board have no other or further comment to make upon the conclusions arrived at by this committee (some of whom were once railroad men), and who seem to have given to the consideration of the subject great labor and pains, than to say that we fully agree with them therein, and this after the fullest investigation we have been able to make both privately and also at public meetings held at prominent points on the lines of

these great corporations, participted in by the general freight agents and other officers of the roads named, and by large numbers of the practical farmers along the lines thereof. We may say, however, that we were everywhere met in what we regarded as a perfect spirit of fairness, by the general officers of said railroads, and by the proprietors of the elevators, who declared their willingness to do everything in their power to secure to the farmers of the Territory the full reward of their industry. At public meetings held in both Grafton and Grand Forks, General Manager Manvel, of the St., Paul, Minneapolis & Manitoba railroad, declared that "the policy of his road in permitting the erection by Pillsbury & Hulbert and others, of the extensive elevators on the line of said road, was to promote the interests of the grain producer. That the crop could in no other way be handled. That said corporations had no special privileges, but paid the same rates as other shippers and were allowed no rebate in any way, but on the contrary were held to conduct their elevators in the interests of the public. These conditions were such as the elevator companies would gladly relieve themselves of if the railroad company would permit them to stay in the market when it was their interest to do so, and go out when the business was not sufficient to guarantee their remaining in. One of the requirements of the railroad company's rule is, that the elevators shall be public and shall afford at all times a place at which the farmer, large or small, can store his grain or ship and sell it and receive his cash." Further: that the privileges allowed to Pillsbury & Hulbert are open to all others on the same conditions.

Mr. Manvel offered free transportation to any committee that would come to Minneapolis and investigate the subject.

Mr. Sanborn, assistant superintendent of the Chicago & Northwestern, said at a public meeting held in Watertown, Dakota, February 8th, 1884:

"No man is shown any favors over another. We intend to treat everybody well and we intend to protect the farmers along our road. We don't want it said that the farmers in South Dakota on the Winona & St. Peter road are a set of paupers. We recognize the fact that if you are not prosperous the railroad company cannot prosper, etc."

General Freight Agent Mellen made the following declaration:

"As far as the company is concerned, I can say to you if the elevators do not use you right, if they do not give you as good grades and prices as you think you ought to have, you need not use them. Let them alone. Cars will be placed at *your disposal* at as *low rates* as any other shipper gets, big or little, and you can sell your wheat *where* you please and sell it to *whom* you please. In this way the farmers can solve this difficulty very promptly. The elevator men may think I am bearing down on them pretty hard, but I want justice done to the farmers as well as them. It is to the interest of the road to have a fair deal on this business, and we will do all we can to bring it about. I have come a thousand miles to see the result of these meetings, and I assure you I am as anxious to have you get all that is due you as you are yourselves. I will say again what Mr. Sanborn has told you, that no officer of this road is in partnership with any elevator company on the line, and that no favors are shown to any single shipper."

These assurances were repeated at other places.

At a public meeting held in Milbank on April 7th, 1884, General Freight Agent A. C. Bird, of the Chicago, Milwaukee & St. Paul road, said:

"The road realized fully the necessity of encouraging settlement and of aiding the prosperity of the people as well ; that while the farmers need the road there is no future for us without the farmer's assistance. We will not refuse any man the use of cars when it can be provided. There are emergencies when we cannot furnish them. No general officer of the road, I think, knows of a refusal to furnish cars."

He further explained, "That there are times when the road is crowded with work, and the freight drifts the cars all in one direction, and that at such times it would be impossible to furnish cars to anyone. It often happened from the causes mentioned that they could not obtain cars to move their own property." But he gave assurances "that the request of farmers and individual shippers for cars should be considered and granted the same as other shippers." Mr. Bird gave like assurances at Alexandria, Redfield and other points visited by us, at each of which public meetings were held.

Following this series of public meetings, and in accordance with a request made at the Milbank meeting by General Freight Agent Bird, of the Chicago, Milwaukee & St. Paul road, a committee appointed thereat visited Milwaukee for the purpose of securing more definite concessions by said company to the wishes of the farmers along that road. By invitation we accompanied them. Briefly stated, the conference resulted in said road making most important concessions, among others being one allowing farmers and others ground on the side tracks of said road upon which to build independent elevators, etc. We append the report of the committee hereto, marked "B." In short, as we above remarked, in every instance we have found the railroad companies willing and anxious to promote the welfare of the producer of the great cereal which has given to Dakota a world wide reputation.

But neither the most liberal policy that might be inaugurated by the railroad companies, nor the privilege of shipment by the individual farmer, will give relief to the great mass of those who cannot thus ship, nor determine the point upon which rests finally all, or nearly all, the trouble. We refer to the question of grades. It is of no kind of use for this board or any other tribunal to declare what shall constitute No. 1 Hard Wheat unless some tribunal exists, to whom disputes arising as to whether a certain lot of wheat offered for sale be a certain grade or not. In other words, to determine whose judgment, that of buyer or seller (if either) is correct. Grading wheat must necessarily be largely a matter of individual judgment, and where the elevator agent refuses to receive wheat at the grade the producer believes it to be entitled, the necessities of the farmer will generally govern him in selling at a grade below what he honestly believes he should receive. We may perhaps be pardoned for here suggesting that a remedy exists for this, in the creation of *some* tribunal to whom this matter might be referred. Pending the appeal, the wheat to be received by the elevator, a ticket, stating date of receipt, number of bushels, etc., to be given to the seller. Sample to be carried before the Board of Appeals whose judgment to be final, and wheat to be paid for at price paid for grade determined, on day of warehousing.

We may suggest further in this connection, that the interests

of our neighboring State of Minnesota are almost identical with ours in this matter, and that any action taken by Dakota, looking to more fully protecting and fostering the various interests involved herein, ought to be in line with that of our neighbor.

One prolific source of complaint, and in our judgment a just one, is the prevailing practice of docking wheat some number of pounds to the bushel for dirt. We found the practice to be general. At some elevators an arbitrary rule was enforced, to dock two pounds per bushel whether wheat was cleaned or uncleaned. We saw at one elevator some three thousand bushels of No. 1 Hard Wheat that had been cleaned by the farmer by three time running it through a fanning mill. Yet two pounds per bushel had been docked for dirt. We characterized this as a swindle. No doubt most of the wheat offered for sale is uncleaned, but no arbitrary rule should fix the amount of dockage. We saw wheat at various elevators in the Territory, that in our judgment contained from eight to ten pounds of dirt, oats, buckwheat and seeds of weeds, per bushel.

We tried to provide against unreasonable dockage by adopting and publishing in our "Rules for 1884," the following provisions:

"Note B No arbitrary rule of dockage shall prevail, nor shall clean wheat be docked at all. Wheat not cleaned, otherwise fit for any particular grade, may be docked the proper amount to bring it to grade, but the proper grade must in all cases be given when docked for that purpose"

It would seem that this difficulty could in a great measure be avoided if the farmers would clean their grain before marketing.

We have heard great complaint in relation to mixing grades. We have no remedy to suggest for this evil. It would seem that the purchaser had a perfect right to do as he pleased with his wheat, mix it or not. Yet it is a fact that the value in the great marts of the world of our better grades of wheat has been seriously injured by reason of this practice. Wheat usually loses its identity when elevated, and a lot of No. 1 Hard Wheat that would so grade in any market in the world, may be mixed in the bins of the elevator with an inferior grade, and shipped to Minneapolis or Duluth as No. 1 Hard. It may pass inspection

as such if there happens to be a strong demand and short supply at the time, but the chances are that on its arrival at hicago or Buffalo it will be graded down. The consequence directly is, that buyers are instructed to be more rigid in grading, or to drop the price a cent or two per bushel. *Indirectly* an injury is done by creating an impression that little, if any, No. 1 Hard Wheat is raised in Dakota.

The most serious injury, however, is done the farmer who ships his own grain. He must necessarily, if he has any large quantity to ship, do so through the nearest elevator, because of the convenience of handling. If, *as has been charged*, the elevator agent mixes the farmer's No. 1 Hard Wheat with an inferior grade, the cars will convey to the distant market, wheat that will not be up to grade, and the farmer will be woefully disappointed in the returns of his shipment. It has proved very difficult to trace an offence of the nature specified, for the reason given above, i. e., wheat looses its identity when elevated.

We are of opinion that if it be true that this crime has been committed (and we consider it a crime, indeed,) the perpetrators should be punished to the full extent of the law, and we believe Messrs. Pillsbury & Hulbert, Geo. W. Van Dusen & Co., the Northern Pacific Elevator Co., Messrs Pratt and others who own the principal elevators on the lines of the railroads of Dakota, would assist with all their power in the pr secution of any agents of theirs who should so attempt to cheat the farmers.

In this connection we desire to call attention to the reports of the Pillsbury & Hulbert and Northern Pacific Elevator companies hereto appended. A study of the receipts and shipments by *grades* will prove of interest.

It appears to us that a *free, open market* is a cure for the most of the ills to which the farmer is subject, in connection with the marketing of wheat here in the Northwest. By a free, open market, we mean the privilege of shipping his grain directly to any point he desires, without unnecessary delay, at the same rate per car load paid by owners and proprietors of elevators, cars to be furnished and facilities afforded for loading on the side tracks of the railroads, when practicable, or through the elevators as the shipper may choose, at a reasonable charge for

elevating, with proper safeguards against mixing the grain.

After this the great law of supply and demand will regulate the whole subject better than all the statutes possible to enact.

We have the honor to submit in connection herewith tabulated statements of the receipts and shipments of wheat at the different railroad stations in Dakota, together with the number and capacity of the elevators. This information has been furnished principally by the general freight agents of the roads and may be regarded as official. The showing is a splendid one for this young candidate for agricultural honors, and compares most favorably with many of the older States of the Union.

Our total elevator capacity is six million bushels.

Our total shipments through public elevators and warehouses was eleven million, one hundred and ninety-seven thousand, nine hundred and nineteen bushels, as follows:

Pillsbury & Hulbert, on St. P., M. & M.....	3,550,858
N. P. Elevator Co., " " "	581,329
N. P. Elevator Co., on N. P. road.....	2,001,295
Pratt & Co., and others on line of C., M. & St. P.....	2,388,712
Geo. W. Van Dusen & Co., on lines of C. & N. W.....	1,024,000
Other purchasers " " "	1,490,822
On lines of C., St. P., M. & O.....	160,903
Total.....	11,197,919
Reeves and other buyers, including the Grandin Elevator Co., and individual shippers on Manitoba road.....	1,070,709
Total shipments by railroad.....	12,268,628
To the above add the large amount purchased by the flouring mills direct from the farmer, amounting in the aggregate to	3,858,000
Add also the seed wheat retained in the hands of the farmers necessary to seed the 1,600,000 acres in wheat this year, at one bushel and a peck per acre,	2,000,000
Gives a grand total of.....	18,126,628

In determining the purchases by the flouring mills we have deducted from their total capacity per day of 6,480 barrels, the capacity of the Queen Bee Mills at Sioux Falls of 1,200 barrels, which leaves a total producing capacity of the mills enumerated in the table given below, of 5,280 barrels per day. At five bushels per barrel the total consumption would be 26,400 per

day. We assume, however, that they were run on half time which would make the yearly consumption 3,735,000 bushels. Add the actual amount purchased by the Queen Bee Mills, of 123,000 bushels, which makes a total as above of 3,858,000.

See list of flouring mills appended marked "Exhibit C."

In conclusion we desire to say, that if this first attempt to present reliable statistics of the wheat crop of Dakota shall awaken sufficient interest therein to lead to the adoption of adequate laws which shall require annual reports, not only of wheat, but of corn, flax, barley and other agricultural products, we shall feel greatly repaid for the labor and time required in making this report, imperfect as it may be considered.

Respectfully submitted,

R. E. FLEMING,
ISAAC E. WEST,
JOHN FADDEN,
Board of Grain Inspectors.

T. C. PAXTON,
Secretary.

Fargo, Dakota, December 27th, 1884.

EXHIBIT A.

At a full meeting of the Committee of Ten, Friday evening, February 15th, 1884, at the office of Maj. Hamilton, chairman of the committee the following report, embracing the incorporation and approval of the sub-committee reports, was unanimously adopted and ordered to be printed at the Herald office, for general distribution throughout the entire Northwest.

TO THE NORTHWESTERN FARMERS AND MERCHANTS ASSOCIATION.

GENTLEMEN:—The Committee appointed by the Convention held at Grand Forks, D. T., on the 29th of January last, met on the said day and organized by electing J. G. Hamilton chairman and Geo. B. Winship the secretary of the convention, as its secretary, and agreed to visit St. Paul on the 8th day of February, 1884, and present the grievances of this section to the representatives of the St. Paul, Minneapolis and Manitoba Railroad Company. Mr. Manvel manager of the Manitoba system suggested the adjournment of the meeting until the 15th ult. on account of the absence of C A. Pillsbury, the leading representative of the Pillsbury & Hulbert Elevator Company from Minneapolis, but governed by the resolutions of the Convention that appointed us, we concluded that our mission was with the Railroad Company and that no authority had been conferred upon us to present our case to other than the Railway Officials and hence decided not to await Mr. Pillsbury's return, and accordingly proceeded to St. Paul, arriving there on Friday morning the 8th day of February A. D. 1884.

Your Committee was strongly impressed with the seriousness of the duty imposed upon them and from the outset determined to investigate the matters referred to them thoroughly, to take nothing for granted and to gather from every source, information and facts of value to the committee and the constituency they represented. The task has been no easy one and while the conclusions of the committee may disappoint some let it be borne in mind that our conclusions are based upon facts ascertained, upon premises investigated and approved and not upon supposition or imaginary belief and in submitting our findings we trust that our constituency will consider them thoughtfully, weigh them carefully and endeavor to intelligently and reasonably discuss the various subjects investigated and herein reported upon.

It Will be remembered that the Grand Forks convention was the outgrowth of a universal sentiment among our people that they had been wronged and outraged in their disposition of this years crop—that there was no staple or just market for their productions, that the market was practically monopolized—that their productions were not honestly weighed and were dishonestly, in many instances, graded and it became the settled conviction that unless these abuses were rectified and such safe guards provided for the future to prevent a recurrence of the experience of this year, that our future growth and prosperity would be seriously crippled if not permanently injured.

Seeking, therefore, the remedy for these abuses, the convention formulated its wishes in a series of resolutions which conceived a remedy in an open market for the sale and purchase of our cereal products, which would be fostered if not made in a removal of the restrictions imposed by the Manitoba Railway in building elevators on its line; by reducing the minimum capacity required to at least

15,000 bushels, this supplimented with the right to ship our grain from its initial point through to any eastern market without breaking bulk or iterfering with its purity, and in connection with these concessions, would be made effectual by a reduction in the tariff rates of the Manitoba Road.

On Friday the 8th day of February, the committee held its first conference with Mr. Manvel representing the Manitoba Road. Messrs. Faulkner, Garnett and Langton were requested to present in your behalf what we designated as the farmers' side of the question, and to cover the subjects of grading—the general discontent of the farmers—through shipments—the necessity of an open market, the effect of a discouraged public sentiment upon immigration and the necessity for a radical reformation of present abuses to ensure the continued prosperity of our section. To Major J. G. Hamilton was assigned the commercial phases of these questions. The general prostration of trade and business industries resulting from the dissatisfaction of the farmers, caused by the capricious, unreasonable and often times iniquitous grades of wheat at the different elevators in our country, and in connection therewith to urge the absolute necessity of a speedy and material reduction in the freight tariff of the Manitoba Railroad.

These gentleman stated they were dealing with actual evils, and imaginary ones, that the grievances were pressing heavily upon our people and that instead of the happy, prosperous and contented farmers of previous years, our people, smarting under wrongs for which there seems no redress, were embittered, and surrounded with an array of discouraging circumstances, were losing faith in the country and looking to other regions for future homes. Reasoning from these premises, coupled also with the statement strongly emphasized that the railroad was our partner in these evils, that upon our prosperity depended its, that this community of interest was not severable, these gentlemen pressed home upon Mr. Manvel the necessity of the railroad co-operating with the people in changing the conditions of affairs—that instead of seemingly building up and protecting a monopoly in the purchase of wheat, it should inaugurate a system that would throw our productions open to the competition of the world.

THROUGH SHIPMENTS.

Heretofore the general impression in the Valley has been, that it was impossible for our farmers to ship grain to Milwaukee, Chicago, or Duluth without transfer, and without filtering the same through the elevators of Minneapolis or St. Paul. We found this impression to be erroneous, that at no time has the shipment of wheat to the points named without transfer been disallowed by the Manitoba road, but, on the contrary, any shipper has had the privilege of sending his grain to any of the markets before named, and that during the past season the Manitoba road carried direct to Duluth, more than three million bushels of grain and AT RELATIVELY LOWER RATES THAN THOSE CHARGED BY OTHER ROADS OPERATING IN SIMILAR TERRITORY AND UNDER MORE FAVORABLE CLIMATIC CONDITIONS. Why the right of through shipments has been so mysteriously concealed in the past is a question your committee is unable to answer. Perhaps an explanation is found in the fact that the owners of elevators on the line of the Manitoba railroad are largely interested in the milling industries of Minneapolis and that their best inrerests are subserved in monopolising the manufacture of flour from No. 1 hard wheat indigenous to this climate alone. Proclaim now to the humblest farmer, and send it to the uttermost limit of our grand valley, you can consign your wheat to any market, or to any individual you desire, at the same rates, and upon the same conditions granted to the largest elevator concerns; and that to this end every reasonable facility will be afforded you by the Manitoba Road.

ELEVATORS.

The convention further instructed your committee to advocate a reduction in the capacity of elevators, and urged the adoption of a system wherein the minimum capacity should be fixed at 15,000 bushels. This has been done. No subject was more thoroughly and exhaustively discussed than this.

Mr. Manvel stated that the road desired to meet the wishes and accommodate the necessities of its patrons, and that after mature deliberation and study they had fixed the capacity at 30,000 bushels. If they were mistaken they were ready to change, and that upon the return of the president of the road, Mr. Hill (then absent) he would lay the matter before him.

It was the intention of your committee to return to their homes on the night of the 9th, but ascertaining that Mr. Hill would reach St. Paul on the 10th Feb. concluded to await his return and present the subject of elevators and needed reforms in conducting the same, to him.

In accordance with this determination we had a conference with Mr. Hill on Monday the 11th February.

The resolutions of your convention were presented for his consideration, and the elevating system in vogue on the Manitoba Road discussed. At this time Mr. Hill elaborately explained the policy of the Manitoba Railroad towards elevators, saying substantially, it has been the paramount desire of that road to establish such a system as would promote the interests of the farmer. That immediately upon assuming the management of the Manitoba system he had notified a company which had the exclusive franchise of erecting and operating elevators upon the line, this policy had been abandoned, and that it was the intention of the company in the future to allow any responsible party or parties to build and operate elevators, at any and all stations, subject to such uniform and reasonable restrictions as the necessities of the company warranted and the demands of its patrons required. He further stated that after careful research and in the light of the experience of other roads, operating in a wheat country, the company has decided that a minimum capacity of 30,000 bushels was reasonable and within the means of any responsible person desiring to purchase grain and illustrated the potency of this position by stating that at any station on the Manitoba line a warehouse of 30,000 bushels capacity with hoisting apparatus by horse power, with proper and requisite facilities for cleaning and handling grain, could be built for $2,000, or if steam power was desired, for $2,150, and that he was ready and willing as an individual, to build them at any station where requested, for that sum. That the theory of the Manitoba road in fixing the capacity at 20,000 bushels contemplated a systematic inspection of weighing and grading. To accomplish this successfully, space was an essential ingredient; Hopper-weighing was not always satisfactory, visible scales, legally sealed, were preferable. Clean wheat was not always brought to the buyer. Disputes as to dockage resulted. A warehouse of 30,000 bushels was sufficiently capaious to allow open scales, ample facility for cleaning wheat, and for its handling in sight of the seller. These he considered indispensible pre-requisites, beneficial to the farmer, and reasonable for the elevator man. He did not believe that these facilities could be afforded in an elevator of less capacity. Perhaps our aystem has anticipated the future and is not equal to the demands of the present. Our primary object was to furnish the farmers a staple market in which at any season of the year they could sell their products. We felt that we could not afford to countenance a system which resulted in an open market for four months of the year, and a closed one the remaining months, and, animated by a desire to secure an open

market at all seasons and to promote the highest interests of the producer made our minimum 30,000 bushels.

The force of this position is apparent, and it affected a radical change in the pre-conceived opinions of the members of this committee. We believe Mr. Hill is right in his position, and in the light of our investigation, and in justice to the company, feel compelled to say that the restriction of 30,000 bushels capacity is not unreasonable, and any immediate change is unwarranted in view of the difference in cost between a 15,000 and a 30,000 bushel elevator. However, Mr. Hill stated with emphasis that if the farmers and business men of this section, after investigation, and upon consideration of the whole subject, and in the light of their present and future necessities, BELIEVED that their interest would be better promoted by a reduction in the capacity of the elevators, the company was ready to meet them. If 30,000 was too large, they could have 15,000 or 10,000 or even 5,000, but he confidently believed that in six months thereafter they would come down and beg for a change; therefore, your committee is prepared to say to any community on the line of the Manitoba road that the present policy of the road is sufficiently generous to meet the reasonable demands of all concerned, and on that score there is no further just cause for complaint, and we respectfully suggest a thorough study and examination of the question of capacity of elevators before recommending for adoption a less capacity than the minimum now established. The committee urged upon Mr. Hill the necessity of placing similar conditions upon all elevators hereafter erected whether their capacity be 5,000 bushels or 100,000 bushels viz: They shall be kept open at all seasons of the year, have proper facility for cleaning grain and for sight weighing. No reasonable objection can be made to such restrictions if they are applied to all equally.

Any individual farmer can build a grain house sufficiently commodious to store the productions of his farm on the side track of the road and will be afforded reasonable facilities to forward his crop to market, and in the light of this occasion we believe the necessity of smaller elevators vanishes.

REDUCTION IN FREIGHTS.

Nothing is more important to the producer than a fair return for his labor. The elements which effect price are diverse, and apparent to all. Chief among the elements is that of cost of carriage. As a rule, the more remote the distance from market, the greater is cost of carriage, and hence to us, situated so far from the primary markets, nothing is more important than tariff rates. No question has perplexed your committee more than this. We have not spared time nor diligence in reaching ultimate facts, because in no respect has there been harsher criticism and louder complaint than has been expressed in the alleged extortion of the Manitoba Road in its freight rate. It has gone without saying that no country was more oppressed by excessive rates and unjust discrimination than ours. We have conceived ourselves martyrs, ruled by an inexorable monopoly, acting without regard to our necessities, bent only upon serving its own ends, regardless of the needs of its servants. It has been the current belief of our people that the relations of the Manitoba Road, or individual officers controlling its policy were of such an intimate and confidential character that elevator monopolies were not only possible but actual, and that no man, or combination of men could in common parlance have a "fair deal" unless they "stood in" with the ruling power. After scrutinizing inquiry and investigation we say the suspicion is unjust. Before inquiry we believed it true. After inquiry and investigation the evidence adduced forces us to say that

there are no rebates or concessions granted to corporations, partnerships, combinations or individuals doing business on the Manitoba line.

Pillsbury & Hulbert, shipping thousands of bushels of wheat to Minneapolis, are obliged to pay the same rate per bushel as the farmer who ships a single car load. Of the truthfulness of this, your committee is abundantly satisfied. At the same time, your committee urged that in view of the outcome of the present year, and the prospective development of our great valley the time had come when the Manitoba Road could reasonably and justly to its stockholders and its patrons, revise its tariff rates for wheat, coal and lumber and to establish a more libral classification as to general merchandise. On this subject, after careful scrutiny, we find the following facts, more particularly set out in the report of the special committee appointed by your general committee, to investigate the tariff rates of the Manitoba Road and compare the same with other roads operated in our own Territory which report is annexed hereto and its findings of facts and deductions therefrom made part of this.

ST. PAUL, Feb 12, 1884.

TO THE RED RIVER VALLEY FARMER'S COMMITTEE.

GENTLEMEN:—We herewith submit as full a report on freight rates as the time and circumstances will permit.

FOUR HUNDRED MILES.

	MERCHANDISE.				SPECIAL RATES.					
	1st Class Per 100 lbs	2d Class Per 100 lbs	3d Class Per 100 lbs	4th Class Per 100 lbs	Wheat Per bushel	Flour Per bbl. 100 lbs	Lumber Per car of 20,000	Emigrant Per car of 20,000	Agr. Imp. Per car of 20,000	Coal per ton
St. P., M. & M	120	110	100	80	16 2	54	60	65	130	4 50
N. P	134	119	104	84	19 2	64	68	48	124	4 50
C., M. & St. P	133	117	93	68	21		65		96	
C., St. P., M. & O										
C. & N	145	118	95	72	18	60	60	40	95	
C. P	123	103	82	62	20 4		55	47	94	4 70
A., T. & S. F	138	121	106	83	25 2	84	68	65	118	
THREE HUNDRED AND FIFTY MILES.										
St, P., M. & M	117	104	89	78	15 6	52	54	54	124	4 25
N. P.	122	107	91	74	16 8	56	50	40	96	4 30
C., M. & St. P	125	110	90	65	20		63	40	90	
C., St. P., M. & O										
C. & N. W	110	95	80	60	18	60	50	35	80	
C. P	113	94	75	57	18 9		50	40½	85½	4 40
A., T. & S. F	120	105	91	75	21	70	58	50	102	
THREE HUNDRED MILES.										
St. P., M. & M	110	93	76	66	15	60	50	43	94	3 70
N. P	110	93	76	66	15	50	50	40	90	3 55
C., M. & St. P	110	95	80	60	19 8	48	50	40	80	
C., St. P., M. & O										
C. & N. W	96	79	66	47	18	60	44	35	76	
A., T. & S. F	104	94	79	63	15	56	52	40	94	
C. P	101	84	67	57	17 4		45	38	76	3 90
TWO HUNDRED AND FIFTY MILES										
St. P., M. & M	100	85	70	60	15	50	44	40	84	3 25
N. P	98	83	68	58	15	50	42	40	82	3 20
C., M. & St. P	100	92	66	53	18 6		42	35	70	
C., St. P., M. & O										
C. & N. W	84	70	57	45	18	60	36	35	68	
C. P	92	77	61	46	15 9		41	34½	68½	3 60
A., T. & S. F	86	77	66	57	13 8	46	46	40	84	

When this sub committee was formed it was simply to compare rates and report, but in order to do justice, as far as in our power, we have been compelled to go deeper into the question han we had anticipated. Even now the report is not so full or complete as we could have wished. The figures as far as possible are based on the local rates to or from St. Paul, Minneapolis or the transfer station and where these are not given, then on the ordinary local distance tariff of the company. We have drawn out the tables on such a plan that any difference will be apparent to all without going into the different points in detail.

Situated as we are, next to the boundary line on the farthest northern railroad in the United States, with as yet only a small amount of local traffic, this committee is of opinion after carefully and impartially considering the matter, that there are many extenuating circumstances not generally remembered when discussing the subject in regard to rates. Comparisons when made, are generally with an old and well established railroad running throug a thickly settled country, its through traffic heavy, its local traffic remunerative, large and populous manufacturing or business centres at frequent intervals along its road, a close proximity to supplies and other favorable conditions, all in a line with, and, favoring a low tariff such as could not reasonably be expected from any other railroad not so conveniently situated. We have had every opportunity afforded us of making a close inspection into a number of the reports furnished by railroad companies in regard to the cost of operating, price of fuel, and other matters not generally known to the outside public. The coal bills and other accounts of the St. P, M. & M. railroad company have been examined and we find there is a difference of from 60 to 75 per cent. on the cost of operating expenses in every case against that railroad in the matter of fuel and other incidentals connected with locomotive service. A comparison of one or two roads near coal mines and operated under more favorable climatic conditions, than ours, out of a number examined, will serve to illustrate:

	Ave. cost operating per mile run. Cts.	Ave. cost for fuel per mile run, Cts.
St. P., M & M. R.	29.30	15.83
Minn. & S L.	18,79	8 34
C. R. I. & P.	17.45	6.21
I.	16.15	6.55
St. P., M. & M. for Dec.	33.47	17 61

We would have preferred to have drawn comparison with the N. P., C. M. & St. P. and C. & N. W. but Mr. Manvel had no present statistics from them. By an examination of the tariff it will be seen that on the question of wheat rates the one we are all most vitally interested in, we are certainly in a more favored condition than any other road. It was with some difficulty and preservance that a wheat rate was obtained showing the charges on the C, M. & St. P.—That company adopts a system called the "milling in transit" rates by which the farmers are compelled to ship their wheat to some flouring mill along the track where it is ground into flour and re-shipped on, as far as the C. M. & St. P. road can carry it. We are told all possible obstacles are thrown in the way of the farmer shipping his grain and getting it to the wheat market independent of the millers. He is in a manner compelled to submit and is in that respect in a far worse position than the Red River Valley farmer, who can always place his grain on the market independent of mills and sell his tickets to the highest purchaser.

The desire has been expressed to get past Minneapolis as a market, either to Duluth or Chicago. In order to show a comparison of rates to each place we

herewith append a statement showing the cost of transportation taking a few stations only having almost exact distances from each point to Chicago.

	Cts. per Bus.
Ellendale (C. M. & St. P.) to Chicago 759 miles	27.6
Columbia (C. & N. W.) to Chicago 759 miles	22.8
Minto (St P. M. & M.) to Chicago 760 miles	24 6
Minto (St. P. M. & M.) to Duluth	15.6

A number of other stations might also be given but the result would be the same. This proves conclusively that at present apart from Minneapolis, the market we must look to is Duluth and not Chicago there being a difference of nine cents per bushel in our favor. We are morrally certain that as good prices can always be had in Duluth as in Chicago and when proper and ample storage facilities are afforded at the former place they must look to that port for help to get our No. 1 hard into those eastern markets that are eagerly enquiring after it. It will also be apprent that even in shipping to Chicago via C. M. & St. P. we are in better position to do so than stations on that road an equal distance away. Generally two local rates are higher than one through rate but it does not apply in this case, the difference being 4–10 cents per bushel in our favor.

	Cts. per Bus.
Rate Minto to Chicago on C. M. & St. P.	24.6
Rate Ellendale to Chicago on C. M. & St. P.	27

Minto being one mile the farthest away.

In the class rates we regret to find we are not able to make so satisfactory a showing. The classification used is a very high one and is apparently confined to the St. P. M. & M., N. P. and Canadian Pacific Railway. A. T. & S. Fe and Denver and Rio Grande Railways use a much more liberal one. In addition to this evil our 3rd and 4th class rates are higher than on most of the roads given, which make the rates on the freight in those classes very high. Nearly all the articles in every day use, in groceries, hardware and building material, are raised one class, thus making an appreciable difference in the rate of carriage for them. If the A. T. and Santa Fe can use so liberal a classification we do not see why the St. P. M. & M. cannot adopt a similar one and would respectfully bring this point before the notice of the committee.

On lumber we are in a better position than people living along the Northern Pacific.

A new schedule of emigrant rates, more favorable to all points than existing ones is in preparation. On agricultural implements we can but call attention to the discrepancies. The explanation given by the railway authorities on this point is that the roads further south have manufacturing centers carrying the raw material in and shipping the machines out, besides the other freight necessarily used in populous places.

From a comparison of the tariff of this year over last we find a reduction amounting in the aggregate to close on to one million dollars was made, although most of it was on class goods, where the farmer could not so clearly perceive the benefit as if it had been on wheat.

A further and substantial reduction is promised as soon as the railway fiscal year ends which will be on June 30th, 1885, and we are assured that wheat, coal and lumber will receive the first and greatest consideration when the time comes.

To make an investigation such as ours has been is a difficult matter; so many different matters having to be examined and allowance made. We are pleased to bear testimony to the kindness of the Manitoba officials, every opportunity being given to make our examination as thorough and complete as possible.

For some time to come we can scarcely hope to see the rates for transportation down as low as many of us have been accustomed to. The climate, the cost of fuel, the sparsely settled country, and the distance from manufacturing centres preclude that.

When the local traffic assumes such regular proportions at all seasons of the year as will enable the railroad company to convey it more equally in either direction, in addition to a substantial increase in the quantity, then we may expect low freight and passenger rates.

As it is at present the majority of the cars are almost invariably carried one way empty. In the fall and winter they are carried full south and empty north; in the spring and summer the reverse is the case being carried full into the valley and empty back. Notwithstanding all this, we think there is room for a substantial reduction, even at present.

In this connection it may not be out of place for this committee on rates to bring before the farmeas the necessity for diversefied farming not only as being a matter of profit but also as being one way of remedying the difficulty. Nature never intended ours to be ought else than an agricultural district or coal and iron ore would have been placed convenient for use. Being then an agricultural country, let us take full advantage of its opportunities, and not devote all our time, energy, and care to raising wheat alone. In doing so we are neglecting valuable interests and running a serious risk of financial disaster should a failure of crops ever occur. When we have absolutely nothing but wheat to ship, the railway company is rushed with traffic for a few months in the fall and early winter and for the rest of the year has little to do. They must therefor make the rates sufficiently high in order to pay them for keeping the road open in slack as well as busy seasons, and for the extra hauling of their cars as previously explained. If farmers once commenced raising stock, there would soon be lots to ship out, and the traffic be more generally equalized, consequently a lower traffic might be expected. Less machinery would be needed, the farmer made more self-producing, and railway rates saved in each item. This is but one view of it, the other being the more important one that the farmer would not be wholly relying on one source for his income, but should that fail, he has then something left to fall back upon sufficient to enable him to tide over the difficulty irrespective of elevators grades, or bad crops. Respectfully submitted.

E. O. FAULKNER.
W. N. ROACH.
JOHN DE GROAT.

Study these tables and statistics, one will readily see that on wheat rates we have the advantage over points on the Milwaukee, Northwestern and Northern Pacific, equally distant from purchasing market and while this may not be a source of congratulation, it is nevertheless an important factor, tending to show that the Manitoba road is not the merciless monopoly that is sometimes claimed. Railroad corporations are organized and run for profit, and not for amusement, their chief end is to make money for their owners, and in this respect we find the Manitoba officials excellent conservators of stockholders' interests. Your committee claimed through its representative of the business interest of the valley, that in its judgment the time had come when a reduction in freight was not only necessary, but could be made without detriment to the interests of the railroad, and inasmuch as a reduction in class freight would be of no special benefit to the producer, the committee requested that if any reduction was made,

it should be applied to wheat, flour, coal and lumber in addition to the lowering of the classification as recommended by the rate committee.

To this proposition the railway responds: It is our settled policy to reduce freight rates in proportion to increased tonnage and our records show (which the committee finds to be true) that the average reduction of our last fiscal year was nearly ten per cent. If the Manitoba railway had charged the same rate of freight the past fiscal year closeing June 30, 1882, it would have received nearly a round million dollars more, net.

Mr. Hill speaks Authoritatively for the corporation he so ably represents, said: "While I cannot promise definitely what the per cent. of reduction will be, yet I assure you, gentlemen, that a reduction will be made, if the business of the year justifies it; and I further assure you that the expressed views and wishes of your committee as to where the reduction shall be placed, will receive proper consideration."

WHEAT INSPECTION—GRADING—WEIGHING.

No subject was more interesting nor more intricate in its details than this. None was more often canvassed, and none found more perplexing. How to remedy the proved abuses of the present year was often asked, and never satisfactorily answered. It had suggested itself to, and been thought of by Mr. Hill. He favors and adduces weighty reasons therefor, an inspection, created and regulated by the State or Territory. He would have a State or Territorial Board of commissioners, appointed by the Executive and legislative authority, whose duty it should be to establish a standard system of weights and grades to which all subordinate inspectors, as well as buyers, should conform. In connection therewith local inspectors, covering a district not exceeding one hundred miles of road, whose duty it should be to visit every elevator in his district, at least onee each week, to settle and adjust any and all differences between buyer and seller subject, however, to the right of appeal to the general commissioners; who should also see that scales are properly balanced and sealed, and not tampered with. By this system the grade of wheat at the purchasing point would be the same as at the selling point. All these officials to be paid by the State or Territory, to be under bonds for the faithful dischorge of their duties, under the solemnity of an oath, and if guilty of malfeasance in office, be subject to the pains and penalties of felony. That elevators be required to have open scales, proper facilitities for cleaning, and any elevator agent guilty of weighing or grading falsely, be imprisoned in the penitentiary, with the pardoning power taken from the hands of the Executive. One or two instances of punishment would, he believed, suffice to remove the temptation to weigh or grade falsely.

Your committee became acquainted with Mr. Harbaugh, the owner of the Lockhart and Keystone farms in the valley on the Minnesota side, and who has hundred sof thousands of dollars invested in farming pursuits in our section. We received from this gentleman valuable information and assistance, and he has at our request, addressed to this committee, which is herewith appended incorporated his ideas in a letter and made part of this report.

Farmers! It is your duty to study otosely the two systems proposed and instruct your future representatives in legislative halls what system shall become the law.

The committee feels under great obligation to Mr. Harbaugh for information furnished and interest shown in the purposes of our St. Paul meeting.

OFFICE OF KEYSTONE AND LOCKHART FARMS,
ST. PAUL, February 9, 1884.

TO THE DAKOTA FARMERS' COMMITTEE:

GENTLEMEN:—You have asked me to submit my ideas as to the best, most intelligent and practical mode of establishing some system of inspection of grading the cereals of our country, whereby a more equitable and just basis may be arrived at, as between seller and buyer of our grain. As you well know, the present mode of grading the cereal productions of our State and country, particularly at all interior points, is crude, irregular and generally deemed unjust, with no satisfactory representation for either seller or buyer. It has, therefor, become patent to every intelligent thinker, that the law making powers of the State of Minnesota, (and which will apply equally well, in adoption, to the Territory of Dakota which you represent, whose agricultural interests may be considered identical with ours,) should at the earliest day possible enact such laws and regulations as will in their wisdom, cure and overcome the many difficulties complained of, so far as it is possible for human legislation to do.

The matter of determining qualities, grades and consequently values of the cereals of our country, is surrounded with great difficulties and obstacles and which has taxed the minds of producers and consumers, buyers and sellers, for many years. I have always thought the highest and most practical intelligence possible should be brought into service, in determining grades and values of our important staples, in which the very existance of the human family so largely depends, and this is peculiarly the case with our Northwestern cereals, which I believe have intrinsic qualities and values which will be more and more appreciated in the future. Our laws, should in my judgment, be so framed as to make it the duty of the judges of the supreme court of the State, or of a majority of them, or the executive of our State, to appoint the mose eminently qualified person that can be found, te the position of "first inspector" of the State, and also appoint a first assistant and a second assistant, or more, if thought advisable, experts in the business and competent for their position. Whilst it may not be thought proper by legislative enactment, to place the appointing power in the supreme bench, or that they might object assuming these powers as not coming within the provinces of their duties, yet I have known the power conferred and appointments of honor and trust made by the honorable judges of the courts of our States, where the interests of the people were to be subserved, so as to be as far as possible, independent of parties, and for this reason I make the suggestion.

Let a suitable place be provided where an "experimental station" be established, and where the various samples of the products of this and other countries can be exhibited, referred to, and tested, and if desired make this station somewhat similar to the one recently established by the State of New York, at Geneva, New York, where facilities are afforded to test the culture, the productions and analysis of the various products of the husbandmen, and weekly reports are made for the benefit of the public at large. Let the inspector, with his assistant meet annually, representatives from the various Boards of trade of our State, representatives from the various milling points of our State, as well as representative agriculturist from the several congressional districts of our State, and in joint convention decide upon a standard of graders for all of our cereal products. Let the appointing power for deputy inspectors or graders for all points within our State, decide upon the chief inspector and assistants after, establishing the headquarters for this work with all the appliances necessary to make chemical and mechanical analyses of our products. Whoever wishes to

become a deputy inspector, let him make application to fill the position at any certain point or depot where cereals are received, bought or sold, and before appointment undergo a competitive examination at the experimental station, and demonstrate to the Board, his qualfication and fitness for appointment. Let it be the duty of the Board to teach applicants the mode and manner of making the ordinary mechanical analysis whereby the grade, condition, quality, action in water, color, gluten or milling value can can be arrived at It is therefore manifest the eminent success they have met with, can in great degree be attributed to the intelligent mode of their doing their milling, and this will apply equally well to other milling firms who conduct their business on an intelligent basis. Let each and every deputy be furnished with standard samples. Let all be under the solemnity of an oath to do justice to all concerned. Grades made at any receiving point should be held good at any delivery point within the State. The chief inspector and his assistants to act as umpires where any differences as to judgment arises. I have not time to go into further details. I hesitate to sobmit my ideas to you, I expect them to be criticised. They are my own. It may at least have a tendency to bring the matter up for general discussion and thought, so that a higner, better, more just standard may be arrived at. We have the country, climate and soil, containing the chemical element to produce the quality of cereal the world needs. It is therefore important we should take a forward step whereby our products and our labor will be appreciated.

We must not forget the great interest of our Northwestern country is agriculture, and we have direct community of interest with the millers, whose interest we should endeavor to foster. By agriculture and manufacture, we thrive, and upon which all mercantile and commercial interest, as well the future welfare of our country so largely depend. I wish you to distinctly understand that my only object in making these suggestions is to contribute what I can, to come at the evils weighing down an embarrassed industry.

Respectfully submitted,

SPRINGER HARBAUGH.

GENERAL RECOMMENDATION AND SUGGESTIONS.

Many other topics both interesting snd instructive to your committee were considered, but the length of this report forbids their mention in detail.

We are convinced that the suggestions of the rate committee as to divesified farming are timely, beneficial not only to the farming interests but to the commercial as well. Dependence is always servile. Practically wheat is our only crop. It should not be so. The time has come in our development when we should raise our own stock, make our own butter, and instead of importing poultry and eggs, export the same. It has been demonstrated that our grasses are as nutritious and strengthening as any. That hay native to the soil can be raised and husbanded at as low a figure as in any part of this country. Why, therefore, should we import our beef, mutton, pork, butter, eggs and poultry longer, when they can be produced as cheap as anywhere in the United States. Why not diversify our farming. "The Gods help those who help themselves." We can find a remedy for present abuses by being more independent. This independence will come from varied pursuits and from more careful and economical husbandry. If the Red River Valley with its marvelously productive soil is to maintain its reputation as the place of industrious and ambitious men, it

must come in the opinion of your committee through intelligence, directed to diversified farming.

In conclusion, what then has the committee accomplished and what will be the future benefit of its deliberations to our country. Summarized, we say for the future a wheat market open to competition to any buyer or combination of buyers, the privilege of shipping wheat through to any eastern market if desired; the co-operation of the Manitoba Railroad officials in finding a remedy for elevator abuses and preventing the same; their cordial support and promise of aid in securing the passage of a just law regulating the weighing and grading of grain, and most important of all an expressed willingness on the part of the railroad company to reduce freight rates from time to time as the business of the company justifies.

Your committee desires to testify to the willingness of Mr. Hill not only to listen to grievances, but to work for their correction. We were impressed with his sincerity, and believe that he is thoroughly in earnest in his expressed determination to do any and everything in his power to promote our prosperity, and we have returned convinced that should there be in future any real or substantial cause for complaint amongst our farmers or business men that Mr. Hill can be relied on to correct the same when brought to his notice.

Respectfully submitted.

J. G. HAMILTON, Chairman.
E. O. FAULKNER,
W. N. ROACH,
JOHN DEGROAT,
JAMES LANGTON,
ANTHONY GARNETT,
GEO. P. HARVEY,
J. W. SCOTT,
GEO. BROWN,
FRANK L. DANA,
CHARLES BUDDE,
JOHN MCKELVEY,
H. E. MALONEY,
GEO. B. WINSHIP, Secretary.

EXHIBIT B.

The committee appointed at the farmers meeting at Milbank, to confer with the officers of the C,, M. & St. Paul R. R. in regard to the transportation of grain, beg leave to report.

Your committee visited Milwaukee and by previous arrangement met the similar committee from Spink county. After conferring with them and finding that their views and needs were identical with ours, it was decided to ask of the R. R. Co. general relief which should apply alike to all the points represented at the conference. The object sought to be obtained was a free and open wheat market, outside all rings and combinations. To this end we decided to ask of the Railway Company:

FIRST. That cars be furnished to all persons applying for them, whether farmers or merchants, and at the same rates of freight charges as paid oy elevator men.

SECOND. A local rate of freight between here and Minneapolis outside of transit rates.

THIRD. The privilege of erecting flat warehouses or small elevators on the tracks of the company to which shall be accorded the same conveniences in all respects as the larger elevators, and further that the rule now existing of not permitting elevators of a less capacity than those now built, be abolished.

It was the unanimous opinion of the committee that these concessions from the company, with the free privilege of every man to ship his own grain if his interests or disposition prompted him so to do, the great evil existing in our grain markets the past year would be obviated. Accordingly, the committee met the officers of the company, Mr. Roswell Miller, the assistant general manager, and A. C. Bird, general agent, and presented our claims. We were met in a courteous and business like spirit, and to the first demand there was a ready and cordial assent. To the second request, they stated that owing to complications as to pooling arrangements between theirs and other roads they could not do just as they would like to at the present time, but they would make a local rate to Minneapolis, and before the next harvest would reduce the transit rate. In reply to the request to make the local rates lower than before, they stated that they could not say just what they could make it at the present time, but said they could not make it as low as it should be, until they completed their arrangements with other roads. They said, however, they would make it as low as possible, and reduce it at as early a day as they could. They assured us that we should in a short time have no cause to complain of high rates. Mr. Bird assured us that he would look the matter over and make the local rate as low as he could, and notify the local agents of the fact. To the third request, after a long discussion, during which the unfortunate condition of affairs which has existed since last harvest was very thoroughly canvassed by the committee, and the officers of the railroad company, the request contained in our third proposition was fully granted as to certain points, one of which was the station at Milbank. Your committee are satisfied that none of the complaints, nor none of the numerous applications for cars from farmers who wished to ship their own wheat from this point since harvest, ever reached the general office of the company in Milwaukee Mr. Miller and Mr. Bird asked us to say to the farmers of Grant county that any complaints of wrong treatment sent to their office, would always receive prompt and respectful consideration.

A. B. SMEDLEY,
EDGAR KELLEY,
W. D. BURNHAM,
WM. M. EVANS,
ALONZO WARDELL,
} Committee.

EXHIBIT C.—Flouring Mills.

Location.	Capacity in Bbls.
Fargo	400
Grand Forks	200
Grafton	250
Pembina	100
Lisbon	55
Valliey City	100
Tower City	150
Norman	60
Larrimore	100
Minto	200
Yankton	300
Elk Point	125
Lodi	40
Sioux Falls	1350
Keys 13 miles from Sioux Falls on Big Sioux River	100
Dell Rapids	35
Richland	80
Olivet	60
Brookings	200
Nordland	125
Flandrau	50
Volga	50
St. Lawrence	110

Location,	Capacity in Bbls.
Blunt	75
Huron	150
Aberdeen	125
Woonsocket	75
Ashton	60
Milbank	100
Big Stone City	50
Chamberlain	150
Mitchell	125
Columbia	200
Redfield	150
Plankinton	75
Canton	100
Eden	50
Fairview	35
Dayton Township	20
Springdale Township	20
Near Centreville	50
Richland	35
Sioux Valley Township	20
Watertown	220
Pierre	100
Rapid City	100
Deadwood	155

Total capacity in barrels, 6,480.

PILLSBURY & HULBERT ELEVATOR CO.

Crop of 1883. Wheat Receipts and Shipments, Dakota Houses.

STATIONS.	CAPACITY.	No. 1 HARD	No. 1 Reg.	No 2 HARD	No 2.	No. 3.	No 4.	SPECIAL.	TOTAL
Fargo	120000	94922 40	13468 05	4 09 10	521 05	219 00			113240 00
Harwood	60000	153483 50	4490 05	1054 05	746 00		395 30		160169 30
Argusville	15000	71489 00	4456 55	8123 20	3385 50	396 50		2774 30	90896 25
Gardner	50000	64751 15	1111 00	3570 25	1319 00	1220 50	2073 80	10046 10	84092 10
Grandin	60000	72615 00	3084 35	1405 40	1733 30	403 30	988 30	4426 00	84656 45
Kelso	50000	106604 00	5841 30	1101 40	7241 10	536 20	106 40		121431 20
Hillsboro	85000	227407 30	1548 50		8269 50	5864 10	5822 10		248912 30
Cummings	40000	66350 40	2955 10	10754 30	3794 10	1571 00	4538 40	12912 10	102676 20
Buxton	70000	54980 00	639 00	21791 10	1834 50	5252 00	964 40	11738 20	97200 00
Reynolds	40000	59891 00		14644 00	6662 40	2791 00	3874 30	439 00	88302 10
Thompson	75000	71629 00	1312 20	9794 00	5190 40	2426 40	1153 40	20288 40	111795 00
Grand Forks	40000	22222 10	7290 50	6553 30	5607 00	819 20	1599 40	4061 20	48153 50
Ojata	60000	58941 25	7549 05	10444 50	612 05	1291 30			78838 55
Larimore	70000	197329 15	16971 05	24690 35	18937 45	3846 30	9103 45		270878 55
Niagara	50000	29092 35	2175 50	22793 55	11117 35	3382 45	1359 45		69922 15
Michigan City	25000	4940 05	1353 00		170 35	984 55			7448 35
Mapes	25000	1098 10			146 15	33 00			1277 25
Lakota	25000	321 13	12 50	269 80	75 25				678 58
Manvel	50000	59583 05	25445 40	903 35	7300 15	3516 30	1545 50	25 00	98319 55
Ardoch	50000	114287 55	46092 05	205 50	22186 25	4926 25	1909 35	3759 00	194267 15
Minto	50000	72229 55	45240 55	6365 30	15865 20	7997 50	3231 15		150930 45
Grafton	70000	193290 40	92919 20		25551 15	4206 25	20375 00		336342 40
Auburn	40000	78280 20	30972 05	1996 15	15738 55	10159 35	5432 15	1025 10	143604 35
St. Thomas	50000	119666 40	103997 30	2662 30	42601 20	36640 00	500 00	43205 40	349274 20
Bathgate	50000	69129 50	35759 00		17190 40	31037 05	18017 30	5830 35	176964 40
Hamilton	50 00	59290 00	62117 10		12525 50	19314 30	25227 10	4964 30	183439 10
Niche	50000	25266 40	45276 10		20557 20	36546 20	22831 50	4837 10	155315 30
TOTAL	1420000	2149093 53	562780 05	158504 00	256882 45	185385 00	131051 25	130333 35	3569030 43

SUMMARY.

	No. 1 HARD	No 1.	No. 2 HARD	No. 2.	No. 3.	No. 4 & Spc.	TOTAL.
Receipts	2149093 53	562780 05	158504 00	256882 45	185385 00	261385 00	3569030 43
Shipments	1905797 00	469093 10	325412 00	330274 30	276525 30	243755 55	3550858 05
	243296 53	93686 55	171908 00	73391 45	91140 30	17629 05	18172 38

HOUSES NOT OPEN LAST YEAR.—Arvilla, 30,000; Glarston, 50,000; Devils Lake, 50,000; McCanra, 30,000; Orrs, 30,000; Inkstor, 30,000; Conway, 30,000; Park River, 60,000; Johnston, 20,000; Easton, 40,000; Drayton, 50,000; Belmont, 20,000; Holy Cross, 20,000; Caledonia, 20,000. Total capacity, 480,000 bushels.

CHICAGO & NORTHWESTERN RAILROAD.

Crop of 1883. *Wheat Receipts and Shipments.*

STATIONS.	Elevators.	Capacity.	Warehouses.	Capacity.	No. 1.	No. 2.	No. 3.	No. 4 & Reg	Total.	Shipments
Elkton	2	25000	1	6000	881	87177	3940	197	92195	146044
Aurora	1	50000	2	12000	27335	147167	4340	30	178872	229223
Brookings	1	30000	3	28000	51493	88674	7285	395	147847	178065
Volga	1	20000	2	20000	18235	61846	2072	50	82203	95790
Nordland	1	15000	2	14000	32288	87887	20718	3455	144348	144348
Preston	1	10000	2	21000	22313	57019	12774	165	92271	99159
DeSmet	1	10000	2	17000	48582	26412	1737		76731	79832
Manchester			1	5000	14541	5739	291		20571	21334
Iroquios			2	9000	27138	11168	544		38850	38629
Cavour			2	20000	15236	16054	605	43	31938	31938
Huron			2	22000	4323	15629	2722	56	22730	22599
Wessington			4	40000	1614	2213	112		3939	3939
St Lawrence			4	46000	2412	1507	43		3962	6784
Miller			2	15000	5863	257			6120	10441
Ree Heights			1	15000	632	720	68		1420	1420
Blunt			2	30000	57	550	71		678	678
Bruce			2	23000	21385	39602	656	11	61654	66705
Estelline	1	25000	2	13000	19953	85474	9019	942	115388	126813
Castlewood			2	30000	51253	73371	2010	38	126672	131611
Broadland			2	15000	4938	5160	164		9262	10217
Hitchcock			2	20000	11269	7258	348		18875	18875
Chandon			2	16000	5282	1653	179		7114	7114
Redfield			3	31000	24547	9282	1490		35319	35319
Athol			2	16000	11870	2798	1564		16232	19086
Northville			2	18000	10638	1917	1080		13635	13635
Rudolph			1	7000	2775	288	223		3284	4462
Aberdeen			2	20000	9008	371			9379	9379
Ordway			1	6000	8506				8506	11990
Columbia			3	32000	10753	750	123		11626	11626
Gary	1	30000	2	12000	62361	64459	5073		121893	155916
Altamont			2	14000	23980	16213	2169		42362	42378
Goodwin			2	12000	12764	38092	7162	1265	54283	54283
Kranzburg			2	12000	16576	22110	1611		40297	41473
Watertown	3	93000	3	10000	133800	155802	19728	48976	358206	358206
Henry			2	12000	39301	15990	157		55448	66433
Clark Centre			2	7000	31291	6617	1669		39577	61042
Raymond			2	15000	6203	8787	1112	38	16140	16140
Doland			2	11000	9537	5343	3671		18551	18002
Frankfort			3	44800	37153	20510	7268	429	65360	86791
Kampeska			2	15000	14611	25080	2522		42213	47213
Total,		308000		731800	852595	1211946	126320	56090	2230351	2514822

☞ The following was not used in crop of 1883: Dempster, 15,000 bushels; Appleby, 15,000 bushels; Mansfield, ——, Wolsey, 15,000 bushels; Highmore, 16,000 bushels; Holabird, ——. Harrold, 10,000 bushels; Canning, ——; Pierre, 20,000.

NORTHERN PACIFIC ELEVATOR CO.

Crop of 1883-4. Receipts of Wheat at Elevators on Northern Pacific Railroad.

STATIONS.	CAPACITY.	No. 1 HARD	No. 1.	No. 2 HARD	No 2.	No. 3.	REJECTED.	CONDEMED.	SPECIAL.	TOTAL.
Fargo	110000	106552 52	7528 50	15771 20	5084 40	2141 40	1329 40	2399 30	664 20	141467 52
Canfield	20000	32179 45	852 05	4018 40	795 55	180 05	165 00		3641 30	41863 00
Mapleton	80000	265107 55	19082 10	18322 55	8768 20	486 15	842 30	78 00		312683 05
Casselton	50000	20214 20	705 50	705 45	112 30	211 00	149 30	125 30	9080 59	31305 24
Wheatland	70000	217610 35	2745 00	24087 10	7262 50	1458 30	2188 20	634 50	9676 50	265664 05
Buffalo	70000	71504 50	2949 30	64189 20	14185 55	7298 05	758 30	220 00	4215 35	165316 45
Tower City	70000	119774 00	2962 45	48992 15	11438 30	2672 10	741 25	455 00		187036 05
Valley City	80000	76571 20	12498 10	57895 50	15198 40	5838 00	2324 50	4611 30	36092 10	211030 30
Sanborn	70000	11227 10	186 40	10575 00	3603 55	3644 40	1188 10	406 30		30832 05
Eckelson	20000	1178 20	468 35	2406 15	643 20	42 10	48 00			4726 40
Cotter	20000	22658 55	669 20	1761 20	314 55	130 40	125 10			25660 20
Horace	30000	70456 40	2404 35	6237 30	247 00	630 00	153 20	236 00		80365 05
Davenport	60000	60558 15	711 35	2737 55	275 10	62 10	138 05	31 30		64514 40
Leonard	20000	12193 15	387 00	8803 30	105 00	96 40				21585 25
Sheldon	60000	92224 45	3931 20	27347 00	5282 05	895 20	135 40	842 10		130658 20
Lisbon	60000	66275 50	457 00	6123 45	1540 40	279 30	79 40	221 40		74978 05
Marshall	40000	33922 40	242 20	12172 50	1041 10	81 10	83 20	537 00		48080 30
LaMoure	40000	15358 50	4022 05			176 00	905 40			20462 35
Wahpeton	50000	17056 25	41865 20	1685 30	10934 45	365 10				71907 10
Griffin	15000	5343 10	14493 30	6166 10	1744 50	66 00				27813 40
Barney	10000	4845 40	4494 55	9435 30	3158 30	23 00				21957 35
Wyndmere	20000	4816 39	6433 30	5957 15	7581 58	131 40				24921 02
Total	1065000	1327632 11	130027 05	335422 45	99320 38	26909 55	11351 50	10794 10	63371 24	2004829 58

Crop of 1883-4. Receipts of Wheat at Elevators on the St. Paul, Minneapolis & Manitoba Railway.

Arthur	50000	62227 55	1213 55	14658 55	2460 25	739 10	38 00		8894 50	90633 10
Hunter	80000	85251 30	8545 10	8983 10	15802 40	1958 30	1237 30	400 55	1924 40	124104 05
Blanchard	65000	83248 40	4879 50	3264 50	2413 30	1422 20	1072 30		2401 50	98703 30
Mayville	80000	217129 00	3581 10	22988 00	12097 40	10265 30	3363 00	410 30		269834 50
	2750 0	448257 05	18220 05	49894 55	32774 15	14385 30	5711 00	811 25	13221 20	583275 35

Crop of 1883-4. Total Shipments.

Northern Pacific Railroad	1330618 10	140945 40	344065 40	85334 40	20496 55	26691 45	5473 30	47669 30	2001295 50
St. Paul, Minneapolis & Manitoba	438318 55	30757 00	49904 20	34410 35	12130 30	6324 20	3332 30	6151 40	581329 50
	1768937 05	171702 40	393970 00	119745 15	32627 25	33016 05	8806 00	53821 10	2582625 40

Total Elevator and Warehouse Capacity, 1,340,000 bushels.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Crop of 1883. ***Receipts and Shipments.***

STATIONS.	Elevators.	Cap'ity.	No. 1 Hard.	No. 1 Reg'r.	No 2 Hard.	No. 2	No. 3	No. 4.	Reg.	TOTAL.
Yankton	3	5800				93500	85000			178500
Wentworth	1	12000			12000	61000	9000			82000
Running Water	3	20000				30250	31473			61723
Kimball	2	2500				2985				2985
Pukwana	1	1600		3247	2800	3702				9749
Mt. Vernon	1					26500	11000			37500
Gayville						4628				4628
Alexandria	1	15000				2864	21876			34740
Letcher	1	1200			7187					7187
Ellendale			25000							25000
Worthing	2	10000				3000				3000
Roswell	1	8000		3373		3578	124			7075
Mitchell	2	6000				26000				26000
Tulare	1			3500		500				4000
Wilmot	2	60000	12000	64000		8000				84000
Aberdeen	1	15000		15000						15000
Bristol				4000						4000
Tyndall	2	35000				20000	30000		10000	60000
Freeman	1	9000				17300	17200			34500
Lagan					33000		20000	3000		58000
Redfield			500	2500	700	800				4500
Diana	1			2172		4822	161			7155
Sioux Falls	2	140000				16725				16725
Colman										34500
Eden	2	8000					3000			3000
Millette	1	10000		51650		10935	5000			67585
Dell Rapids	2	20000			20000	100000				120000
Ashton	1	35000	3948	93635						97578
Webster	2	20000		40000	2100					42100
Canton	2	20000				10500				10500
Andover										5000
Marion Junction		8800				4000	10000			14000
Big Stone City	2	75000	70000	50000		40000	15000			175000
Ridgewater						12433	64022			76455
Bath	1	8000	40150	5830						45980
Howard	1	15000	600	56180	8343	9715	102	118		75058
Westport	3		1970	575						2545
Lennox	2	20000				12350				12350
Springfield	2	9000				3400				3400
Flandreau	1	20000		8000		95000	27000			130000
Waubay	4	5000		4384		2194				6578
Vermillion	2	55000				900				900
Plankinton	2	40000				28500				28500
Menno		15000				95000				95000
Scotland	1					27564	13781			41345
Frederick	1	4000		4000						4000
Forestburg		19000				1034		132		1330
Wadison	2	16000		15687		167834	8400	56		204977
Milbank	3	100000								410102
Total Receipts			154163	427733	101330	957513	372139	3306	10000	2475750
" Shipments			134620	347600	59787	945505	471243	3549	16506	2388712
		770400	19543	80133	41543	12008	99104	243	6504	87038

ST. PAUL, MINNEAPOLIS & OMAHA RAILROAD.

Crop of 1883. ***Receipts and Shipments.***

STATIONS.	Elevators.	Cap'ity	No 1 Hard	No. 1 Reg'r.	No. 2 Hard.	No. 2.	No. 3.	No 4.	Reg.	TOTAL.
Valley Springs	4	50000				21000	7000			28000
Brandon	2	10000				25545	1000			26545
Sioux Falls	3	123000				43875	1380			45255
Hartford	2	46000				28511	2895			31406
Salem	4	18000				50962				50962
Total Receipts						169893	12275			182168
" Shipments						144468	15480	960		160903
		337000				25425	3205			21265